

DEPARTMENT OF AGRICULTURE**Food Safety and Inspection Service****9 CFR Parts 308, 310, 318, 320, 325, 326, 327 and 381****[Docket No. 95-023N]****Pathogen Reduction; Hazard Analysis and Critical Control Point (HACCP) Systems: Notice of Briefing and Public Meeting****AGENCY:** Food Safety and Inspection Service, USDA.**ACTION:** Notice of public meeting.

SUMMARY: The Food Safety and Inspection Service (FSIS) is holding an information briefing and public meeting for owners and representatives of small meat and poultry establishments and other affected small businesses to discuss its February 3, 1995, food safety proposal.

DATES: May 22, 1995; 1:00 p.m. to 8:00 p.m.

ADDRESSES: The meeting will be held at the Best Western Inn Conference Center, 501 Southwest Boulevard, Kansas City, Kansas.

FOR FURTHER INFORMATION CONTACT: Ron Niemeyer, Planning Coordination and Analysis Unit, Planning Office, Policy, Evaluation and Planning Staff, Food Safety and Inspection Service, USDA, (202) 501-7136.

SUPPLEMENTARY INFORMATION:

On February 3, 1995, FSIS published a proposed rule "Pathogen Reduction; Hazard Analysis and Critical Control Point (HACCP) Systems" (60 FR 6774). In that document, the Agency proposed a number of regulatory changes applicable to Federal- and State-inspected meat and poultry establishments. The proposed changes are designed to reduce the occurrence and numbers of pathogenic microorganisms in meat and poultry products as well as control other hazards, thereby reducing the incidence of foodborne illness associated with the consumption of these products.

On February 27, 1995, FSIS announced a series of outreach activities to assist the public in understanding the proposed rule and in providing comments on the proposed rule. As part of this effort, FSIS hereby announces its intent to hold an information briefing and forum for oral comment about the food safety proposal for owners and representatives of small meat and poultry establishments and other affected small businesses. FSIS desires to work closely with small establishments because they provide a

significant amount of meat and poultry products to consumers.

Agenda for the Briefing

The day will consist of two sessions. The first session will run from 1:00 p.m. to 4:00 p.m., and will consist of a briefing by Agency officials and a question and answer period. Attendees will have an opportunity to submit written questions about the proposal. Questions will be answered by a panel of FSIS subject matter experts, who will be conducting the briefing.

The second session will run from 5:00 p.m. to 8:00 p.m., and will begin with presentations by State agriculture and inspection officials. After these presentations, FSIS will accept oral comments on the proposal from attendees. Oral comments will be limited to 5 minutes per commenter.

Mr. Thomas Billy, Associate Administrator, FSIS, will be joined by a panel consisting of: Richard Carnevale, William James, Patricia Stolf, and Edward McEvoy, all of FSIS.

Transcripts of the second session will be available for review in the FSIS Docket Clerk's office, Room 4352, South Agriculture Building, FSIS, USDA, Washington, DC, 20250.

Done at Washington, DC, on: May 10, 1995.

Michael R. Taylor,

Acting Under Secretary for Food Safety.

[FR Doc. 95-11994 Filed 5-11-95; 12:40 pm]

BILLING CODE 3410-DM-P

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39****[Docket No. 93-ANE-64]****Airworthiness Directives; AlliedSignal Engines (Formerly Textron Lycoming) LTS 101 Series Turboshift and LTP 101 Series Turboprop Engines**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to AlliedSignal Engines (formerly Textron Lycoming) LTS 101 series turboshift and LTP 101 series turboprop engines. This proposal would require removal from service of suspect disks for a one-time inspection of the disk tenon area of the gas generator turbine disk. This proposal is prompted by a report of a gas generator turbine disk tenon failure.

The actions specified by the proposed AD are intended to prevent total loss of engine power, inflight engine shutdown, and possible damage to the aircraft.

DATES: Comments must be received by July 14, 1995.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 93-ANE-64, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may be inspected at this location between 8 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from AlliedSignal Engines, 550 Main Street, Stratford, CT 06497. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: Eugene Triozzi, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7148, fax (617) 238-7199.

**SUPPLEMENTARY INFORMATION:
Comments Invited**

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to

Docket Number 93-ANE-64." The postcard will be date-stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Assistant Chief Counsel, Attention: Rules Docket No. 93-ANE-64, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

The Federal Aviation Administration (FAA) has received a report of a gas generator turbine disk tenon failure on an AlliedSignal Engines (formerly Textron Lycoming) LTS 101 turboshaft engine. The FAA investigation revealed that the disk had sharp-edged grooves in the disk blade slots created in the broaching operations that occurred during manufacturing. These grooves significantly reduce the cyclic life of disk tenons. This condition, if not corrected, could result in total loss of engine power, inflight engine shutdown, and possible damage to the aircraft.

On October 28, 1994, AlliedSignal, Inc. purchased the turbine engine product line of Textron Lycoming.

The FAA has reviewed and approved the technical contents of Textron Lycoming Service Bulletin (SB) No. LT 101-72-50-0150, dated September 1, 1993, that describes procedures for removal from service of suspect disks for a one-time inspection of the disk tenon area of the gas generator turbine disk.

Since an unsafe condition has been identified that is likely to exist or develop on other products of this same type design, the proposed AD would require removal from service of suspect disks for a one-time inspection of the disk tenon area of the gas generator turbine disk. The actions would be required to be accomplished in accordance with the service bulletin described previously.

The FAA estimates that 618 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 6.5 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. AlliedSignal Engines has advised that they will supply disks or rotors on an exchange basis at no cost to the operator. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$229,896.

The regulations proposed herein would not have substantial direct effects on the States, on the relationship

between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption **ADDRESSES**.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

AlliedSignal Engines: Docket No. 93-ANE-64.

Applicability: AlliedSignal Engines (formerly Textron Lycoming) LTS 101 series turboshaft and LTP 101 series turboprop engines installed on but not limited to Aerospatiale AS 350 and SA366G, Bell 222, and Messerschmitt-Bolkow-Blohm (MBB) BK117 helicopters; and Piaggio P166-DL3 and Airtractor AT302 airplanes.

Note: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the

requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (b) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent total loss of engine power, inflight engine shutdown, and possible damage to the aircraft, accomplish the following:

(a) Remove from service suspect disks and perform a one-time inspection of the disk tenon area of the gas generator turbine disk, and replace, if necessary, with a serviceable part, in accordance with Textron Lycoming Service Bulletin (SB) No. LT 101-72-50-0150, dated September 1, 1993, as follows:

(1) For disks with greater than 5,000 cycles since new (CSN) on the effective date of this AD, remove within 235 cycles in service (CIS).

(2) For disks with 4,501 to 5,000 CSN on the effective date of this AD, remove within 285 CIS.

(3) For disks with 4,001 to 4,500 CSN on the effective date of this AD, remove within 350 CIS.

(4) For disks with 3,501 to 4,000 CSN on the effective date of this AD, remove within 450 CIS.

(5) For disks with 3,001 to 3,500 CSN on the effective date of this AD, remove within 600 CIS.

(6) For disks with 2,501 to 3,000 CSN on the effective date of this AD, remove within 800 CIS, or prior to accumulating 3,400 CSN, whichever occurs later.

(7) For disks with 2,001 to 2,500 CSN on the effective date of this AD, remove within 1,100 CIS, or prior to accumulating 3,400 CSN, whichever occurs later.

(8) For disks with less than 2,000 CSN on the effective date of this AD, remove prior to accumulating 3,400 CSN.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on May 1, 1995.

James C. Jones,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-11903 Filed 5-12-95; 8:45 am]

BILLING CODE 4910-13-P

14 CFR Part 71

[Airspace Docket No. 95-ACE-01]

Proposed Amendment to Class E Airspace, Nebraska City, NE.

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking.

SUMMARY: This notice proposes to amend the Class E airspace area at Nebraska City, NE. The intended effect of this proposal is to provide additional controlled airspace for aircraft executing the new Nondirectional Radio Beacon (NDB) Standard Instrument Approach Procedures (SIAP) at Nebraska City Municipal Airport. This action will change the airport status from VFR to IFR.

DATES: Comments must be received on or before June 23, 1995.

ADDRESSES: Send comments on the proposal in triplicate to: Manager, Air Traffic Operations Branch, ACE-530, Federal Aviation Administration, Docket No. 95-ACE-01, 601 East 12th Street, Kansas City, MO 64106.

The official docket may be examined in the Office of the Assistant Chief Counsel for the Central Region at the same address between 9:00 a.m. and 3:00 p.m., Monday through Friday, except Federal holidays.

An informal docket may also be examined during normal business hours in the office of the Manager, Air Traffic Operations Branch, Air Traffic Division, at the address listed above.

FOR FURTHER INFORMATION CONTACT: Brenda Doney, ACE-530A, 601 East 12th Street, Kansas City, Missouri 64106; telephone number: (816) 426-3409.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested parties are invited to participate in this proposed rulemaking by submitting such written data, views, or arguments as they may desire, event that provides the factual basis supporting the views and suggestions presented are particularly helpful in developing reasoned regulatory decisions on the proposal. Comments are specifically invited on the overall regulatory, economic, environmental,

and energy-related aspects of the proposal. Communications should identify the airspace docket number and be submitted in triplicate to the address listed above. Commenters wishing the FAA to acknowledge receipt of their comments on this notice must submit with those comments a self-addressed, stamped postcard on which the following statement is made: "Comments to Airspace Docket No. 95-ACE-01" The postcard will be date/time stamped and returned to the commenter. All communications received on or before the closing date for comments will be considered before taking action on the proposed rule. The proposal contained in this notice may be changed in light of comments received. All comments submitted will be available for examination in the Rules Docket both before and after the closing date for comments. A report summarizing each substantive public contact with FAA personnel concerned with this rulemaking will be filed in the docket.

Availability of NPRMs

Any person may obtain a copy of this Notice of Proposed Rulemaking (NPRM) by submitting a request to the Federal Aviation Administration, Office of Public Affairs, Attention: Public Inquiry Center, APA-230, 800 Independence Avenue, SW., Washington, DC 20591, or by calling (202) 267-3484. Communications must identify the notice number of this NPRM. Persons interested in being placed on a mailing list for future NPRMs should also request a copy of Advisory Circular No. 11-2A, which describes the procedures.

The Proposal

The FAA is considering an amendment to part 71 of the Federal Aviation Regulations (14 CFR part 71) to provide additional controlled airspace for Instrument Flight Rules (IFR) procedures at the Nebraska City Municipal Airport. The additional airspace would segregate aircraft operating under VFR conditions from aircraft operating under IFR procedures. The area would be depicted on appropriate aeronautical charts thereby enabling pilots to circumnavigate the area or otherwise comply with IFR procedures. Class E airspace designations for airspace areas extending upward from 700 feet or more above the surface of the earth are published in paragraph 6005 of FAA Order 7400.9B, dated July 18, 1994, and effective September 16, 1994, which is incorporated by reference in 14 CFR 71.1. The Class E airspace designation

listed in this document would be published subsequently in the Order.

The FAA has determined that this proposed regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. Therefore, this proposed regulation—(1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034; February 16, 1979); and (3) does not warrant preparation of a Regulatory Evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this proposed rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me, the Federal Aviation Administration proposes to amend part 71 of the Federal Aviation Regulations (14 CFR part 71) as follows:

PART 71—[AMENDED]

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. app. 1348(a), 1354(a), 1510; E.O. 10854; 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 49 U.S.C. 106(g); 14 CFR 11.69.

§ 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of Federal Aviation Administration Order 7400.9B, Airspace Designations and Reporting Points, dated July 18, 1994, and effective September 16, 1994, is amended as follows:

Paragraph 6005 Class E airspace areas extending from 700 feet or more above the surface of the earth.

* * * * *

ACE NE E5 Nebraska City, NE. [New]
Nebraska City Municipal Airport, NE.
(Lat. 40°36'31" N, long 95°52'09" W)

That airspace extending upward from 700 feet above the surface within a 7-mile radius of the Nebraska City Municipal Airport.

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